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# RAILWAY FOOTBRIDGE (EGLINTON STREET)



Eglinton Street Pedestrian  
Bridge.JPG

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## Location

EGLINTON STREET, EDGAR STREET, and MOORE STREET, MOONEE PONDS, MOONEE VALLEY CITY

## Municipality

MOONEE VALLEY CITY

## Level of significance

Included in Heritage Overlay

## Heritage Overlay Numbers

HO297

## Heritage Listing

Moonee Valley City

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## Statement of Significance

Last updated on -

### What is significant?

The Eglinton Street railway footbridge, constructed in 1890 by D. Watson, builder of most of the footbridges on the Essendon line, is significant. The bridge is built predominantly of iron, (frame, balustrading, brackets), with some timber (treads and deck). On the web of some iron is marked the Darlington Iron Company Limited. Another mark on the web that has 'VR', indicates the iron was specifically produced for the Commissioners of the Victorian Railways. The deck of the footbridge spans two tracks and has a lattice balustrade. Higher diagonal iron

elements extend above the balustrade, and these support lamp brackets at each end of the deck (lamps removed). The steps extend to the east and west of the deck, and from a landing return to the north (west side of railway line) and to the south (east side of railway line). The balustrades of the steps are also lattice, of a design that is consistent with that of the deck. Further enhancing the character of the bridge are iron brackets with scroll detailing and a capital-like element towards the tops of the iron columns. A remnant of a base with a similar profile to the capital is evident on the iron column at the north east.

Non-original alterations and additions to the footbridge, which include the bluestone blocks at base of the steps, asphalt surfacing of the deck, metal plates to create risers between each tread, ramps, tubular steel handrails and corrugated galvanised steel sheeting to the balustrades are not significant.

### **How is it significant?**

The Eglinton Street railway footbridge is of local historic, architectural and social significance to the City of Moonee Valley.

### **Why is it significant?**

The footbridge is historically significant as evidence of the development of the suburban railway network in Moonee Valley and also associated growth in population that created a need for safe crossing places along the railway between stations. The footbridge is historically and socially significant as a manifestation of the land boom era in Essendon and the associated social prospects and its community use over a long period. In its ornamental form, the footbridge is a reminder of the important role of the railways in transport around the 19th century metropolis and shows a significant association with the social expectations and ways of the period (Criteria A & G).

The footbridge is architecturally significant as the most complete example of a distinctive arched footbridge on the Essendon line. It has aesthetic significance as a finely ornamented structure, which contributes to the historic nineteenth century character of the railway and its environs (Criteria D & E).

Heritage Study/Consultant	Moonee Valley - Moonee Valley Heritage Overlay Places Review, David Helms Heritage Planning, 2012;
Construction dates	1890,
Architect/Designer	Victorian Railways,
Other Names	Review,
Hermes Number	162217
Property Number	

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## **Physical Description 1**

A late-nineteenth century pedestrian bridge over the Melbourne to Craigieburn Railway Line. The footbridge provides pedestrian access between the west of the railway line, at the Edgar and Eglinton Streets intersection, and the east side of the railway line at the corner of Moore and Chaucer Streets. The railway line in the environs of the bridge extends through a cutting, and hence the footbridge is lower in height than a similar footbridge in Railway Place Flemington, on its upside on the Melbourne to Craigieburn Railway Line.

The bridge is built predominantly of iron (frame, balustrading and brackets), with some timber (treads and deck). Other materials of recent origin include bluestone and brick at the end of the steps, asphalt surfacing of the deck, and metal plates to create risers between each tread.

On the web of some iron members is marked Darlington Iron Company Limited. Another mark on the web, VR indicates the iron was specifically manufactured for the Commissioners of the Victorian Railways.

The deck of the footbridge spans the two tracks of the Melbourne to Craigieburn Railway Line. It has a lattice balustrading and higher diagonal iron members extend above the balustrade. These iron elements support lamp brackets at each end of the deck (lamps removed). The well-detailed design of the deck has had its character diminished by the enclosure of the sides of the deck in corrugated galvanised steel sheeting.

The steps extend to the east and west of the deck to ramps (not original). The balustrades of the steps are lattice, of a type consistent with that of the deck. The tubular steel handrails of the bridge are of more recent origin. Further enhancing the character of the bridge are the iron brackets with their scroll detailing, and a capital detail towards the tops of the iron columns. A remnant of a base with a similar profile to the capital is evident on the iron column at the north east.

*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*